Queensland Hydro

Prepared for Borumba Project

# Borumba Pumped Hydro Project – Exploratory works: Road-use Management Plan

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# Acknowledgement of Country

In the spirit of reconciliation, Queensland Hydro acknowledges the Traditional Custodians of the lands, skies and waters where we operate throughout Queensland.

We celebrate the diversity of Aboriginal and Torres Strait Islander peoples, and extend our respect to Elders past and present, and honour their continuing spiritual and cultural connections to Country.

# Document Control

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| | | |
| | | |

# Acronyms and abbreviations

| Term | Description |
|---|---|
| DETSI | Department of Environment, Tourism, Science and Innovation |
| DLGWV | Department of Local Government, Water and Volunteers |
| DNRMMRRD | Department of Natural Resources and Mines, Manufacturing, and Regional and Rural Development |
| DPI | Department of Primary Industries |
| GRC | Gympie Regional Council |
| HQP | HQ Plantations |
| HV | Heavy Vehicles |
| LV | Light Vehicles |
| LGA | Local Government Area |
| OSOM | Over Size Over Mass |
| PHES | Pumped Hydro Energy Storage |
| QFD | Queensland Fire Department |
| SRC | Somerset Regional Council |
| TIA | Traffic Impact Assessment |
| TMP | Traffic Management Plan |
| TMR | Department of Transport and Main Roads |
| YCRFS | Yabba Creek Rural Fire Service |

# 1. Introduction

## 1.1 Background

Queensland Hydro is the proponent of the Borumba Pumped Hydro Energy Storage (PHES) Project (the Borumba PHES Project), a 2,000 megawatt (MW), 48,000-megawatt hour (MWh), hydroelectric scheme to store, generate, and supply energy through a pumped hydroelectric structure linked to the existing Borumba Dam (Lake Borumba). It is located approximately 13 kilometres (km) southwest of the township of Imbil, 48 km southwest of Gympie, and 180 km northwest of Brisbane, within the Yabba Creek sub catchment of the Mary River Basin.

Queensland Hydro owns/manages approximately 2,360 ha of land southwest of Lake Borumba, secured in the 1980s for a potential future PHES site. As such, most of the properties impacted by the Borumba PHES Project are either held by Queensland Government departments or Queensland Government-owned corporations.

The Borumba PHES Project includes two phases:

- Exploratory works – geological investigations to inform the development of the Borumba PHES Project and supporting infrastructure and activities required to support these investigations.
- Main works – the PHES Project, including the power infrastructure (powerhouse, water and access tunnels), an upper reservoir, and a lower reservoir (Lake Borumba).

The purpose of the exploratory works is to undertake and facilitate critical geological technical investigations to confirm the suitability of the Borumba PHES Project location and design. Investigations are particularly required in areas where key subsurface Borumba PHES Project infrastructure will be constructed due to the limited technical geological information currently available posing considerable project risk.

## 1.2 Purpose and Scope

The purpose of this Road-use Management Plan (RMP) is to describe how Queensland Hydro will manage and/or reduce potential impacts to the road network from the increase in traffic associated with the exploratory works phase of the Project. The RMP is intended to be a live document and will be updated if the assumptions made have been changed. This RMP will outline measures which aim to avoid, manage and mitigate impacts to the road network associated with the traffic generated by exploratory works.

The RMP is based on the findings of the Exploratory Works Traffic Impact Assessment (TIA) (Traffic Impact Assessment Report - Borumba Pumped Hydroelectric Energy Storage Project – Exploratory Works Rev 16). It includes:

- a summary of exploratory works traffic generation
- the proposed management measures for identified impacts
- identified project stakeholders, communication strategies and consultation in relation to traffic and transport
- proposed management for the environmental impacts associated with the Exploratory Works traffic
- transport safety
- management of traffic and transport during natural disasters
- roles and responsibilities for implementation of the RMP.

Subject to State and Commonwealth approval requirements, a separate TIA and RMP for main works will be prepared. Whist out of scope of this report, it should be noted that cumulative impacts of any support works required for the main works phase of the project which occurs concurrently with the exploratory works phase will be assessed in the main works TIA. The cumulative impact assessment of both works packages will assist in identifying wholistic mitigation measures that might not be seen when assessing individually.

## 1.3 Location

The Borumba Pumped Hydro Project is located at Lake Borumba, west of the Sunshine Coast. The project is located within the Gympie Regional Council (GRC) and Somerset Regional Council (SRC) local government areas. The project location and associated access roads of the exploratory works is illustrated in Figure 1.

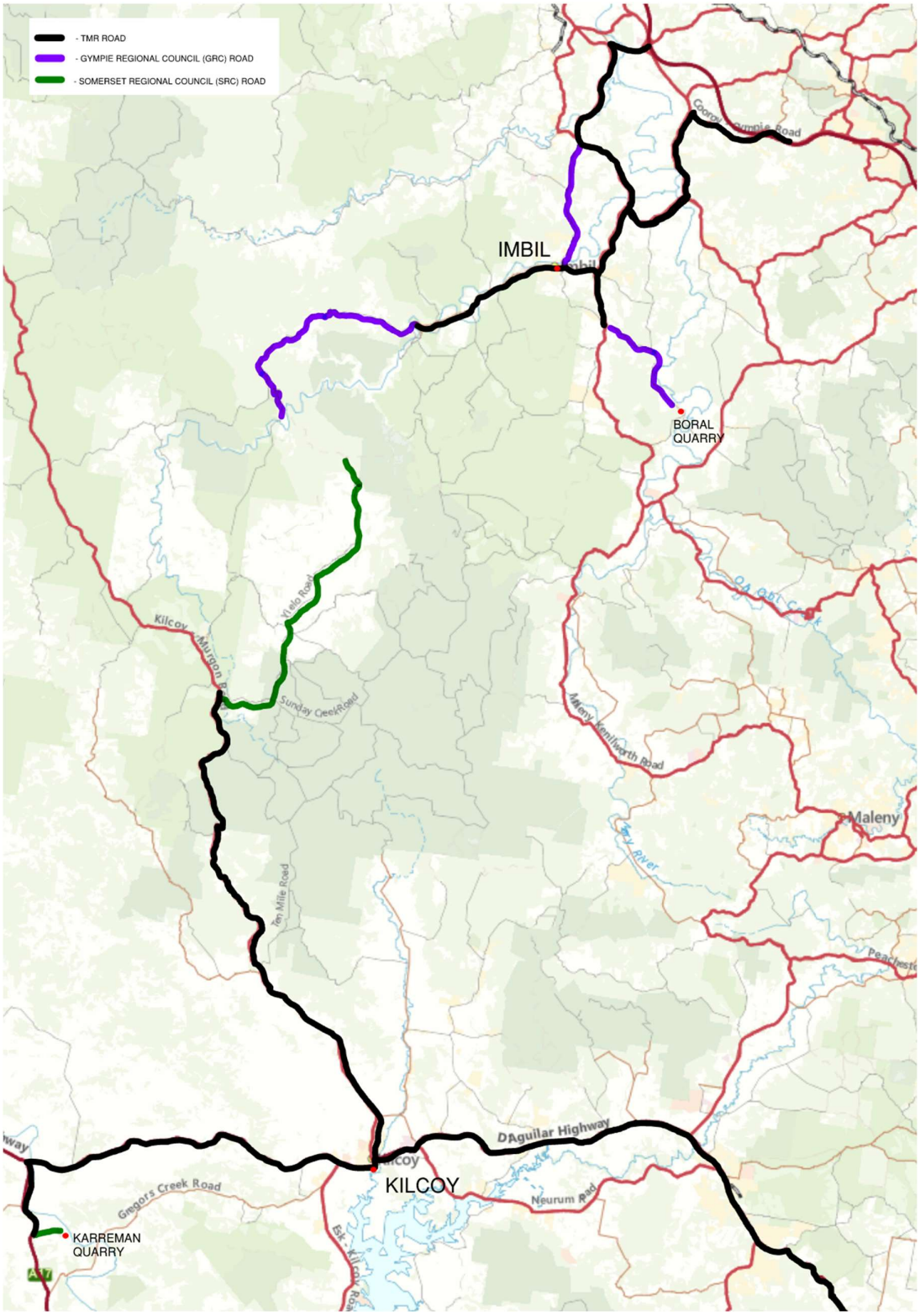



*Figure 1 - Map showing roads impacted by exploratory works*

## 1.4 Objectives

The key objectives of the Borumba Project Road-use Management Plan (RMP) for exploratory works are to:

- minimise traffic incidents that could be related to the project
- avoid, minimise and manage impacts to the safety and operation of the State and Local Road network
- minimise and manage impacts on transport infrastructure (e.g. pavements, intersections, vulnerable structures)
- promote safe operation of vehicles both for Queensland Hydro and our delivery partners
- avoid and manage traffic impacts on community amenity (e.g. vehicle, noise, dust and vibration)
- be proactive in the engagement with all project stakeholders regarding traffic movements and impacts for exploratory works.

## 1.5 Revisions

Amendments to timing and scheduling during exploratory works may occur. Identified changes will be assessed against the approved TIA and RMP. Any change which influences the assumptions made in the TIA including trip generation and duration of movements will be reviewed and assessed to understand if change to or additional management and or mitigation of the impacts are required.

At this time, it is unknown whether there will any overlaps between exploratory works and main works traffic. If this occurs the TIA and RMP will be updated accordingly.

This plan will be updated in consultation with the relevant stakeholders if changes are required to manage the associated traffic impacts. The updated plan will be submitted to the Office of the Coordinator General for review and agreement.

# 2. Project generated traffic

## 2.1 Activity schedule and staging for exploratory works

Exploratory works activities that contribute to traffic generation are summarised in Table 1. The timing and durations considered in the TIA and RMP are based on a staged approach to these activities based on the anticipated approval dates. If there are material changes to the exploratory works activities and or staging plan the TIA will be reviewed and updated if required.

**Table 1 – Summary of exploratory works activities**

| Item | Works Start Date | Construction End Date | Works End Date | Status |
|---|---|---|---|---|
| ***Works undertaken by a (funded by Queensland Hydro), or works within a Road Corridor under a Local Government Permit*** | | | | |
| Bella Creek Road maintenance | Q2 2024 | Q2 2030 | | Ongoing |
| ***Works undertaken under the Works Regulation*** | | | | |
| Yielo Road interim, access upgrades | Q1 2026 | Q2 2026 | | In planning |
| Access control facilities at Borgan Road and Yielo Road | Q3 2026 | Q4 2026 | | In planning |
| On Site Camps (Rapid Deployment Camps and Temporary Workers Accommodation Camps)- Walkers Top | Q1 2025 | Q3 2025 | | Completed |
| On Site Camps - Borgan Road | Q3 2026 | Q1 2027 | | In planning |
| Seqwater compound (site facilities) | Q2 2027 | Q3 2027 | | In planning |
| Seqwater compound (laydown) | Q3 2027 | Q3 2027 | | In planning |
| Borgan Road improvements | Q3 2026 | Q3 2027 | | In planning |
| Yielo Road construction compound (upper reservoir compound) | Q2 2027 | Q3 2027 | | In planning |
| ***Works undertaken under the EPBC approval*** | | | | |
| Temporary water infrastructure | Q1 2026 | Q4 2026 | Q4 2029 | In planning |
| Civil construction compound (Main) | Q1 2026 | Q2 2026 | Q4 2029 | In planning |
| Kingaham Creek spoil disposal area and access track | Q1 2027 | Q1 2027 | Q4 2027 | In planning |
| Kingaham Creek bypass | Q1 2027 | Q4 2027 | Q4 2027 | In planning |
| Tunnel spoil disposal area | Q1 2027 | Q1 2027 | Q4 2027 | In planning |
| Access tracks for geotechnical investigations, all areas | Q1 2026 | Q3 2027 | Q3 2027 | In planning |
| Geotechnical investigations, all areas | Q1 2026 | Q4 2027 | Q4 2027 | In planning |
| Portal access track (including temporary bridges) | Q3 2026 | Q4 2027 | Q2 2030 | In planning |
| Explosives storage pad and access track | Q1 2027 | Q2 2027 | Q3 2027 | In planning |
| Explosives store | Q3 2027 | Q3 2027 | Q2 2030 | In planning |
| Portal pad staging area | Q3 2027 | Q4 2027 | Q2 2030 | In planning |
| Tunnelling works | Q3 2027 | Q2 2030 | Q2 2030 | In planning |

## 2.2 Working hours

Works for most exploratory works components are expected to occur predominantly during standard construction hours over a seven-day work week with a rotating roster. However, some works outside of standard hours are expected during the exploratory works. These include the activities associated with the exploratory tunnels and associated enabling works (e.g. shotcrete batching, spoil relocation and

management), and some geotechnical drilling investigations (e.g. deep boreholes at proposed dam locations). Work outside of standard hours is expected to occur 24 hours a day, seven days per week.

The exploratory works construction program will be based on the following standard construction hours (unless approved otherwise):

*General construction/surface works activities:*

- Monday to Sunday, 6.30 AM - 6.00 PM
- No work on public holidays

*Geotechnical drilling:*

- Monday to Sunday, 6.00 AM - 6.00 PM for boreholes less than 200 m deep (with some exceptions)
- 24 hours a day, 7 days a week for boreholes equal to or more than 200 m deep and shallower boreholes by exception

*Underground construction activities and associated enabling works:*

- 24 hours a day, 7 days a week.

Works outside of the above construction hours may occur during the Project for the following reasons:

- movement of staff, as well as arrival and departure of construction staff during shift changes
- transport, assembly, or decommissioning of oversized plant, equipment, components or structures
- delivery of 'in time' material such as concrete, steel, and other construction materials delivered to site by heavy vehicles
- works requiring continuous construction support such as continuous concrete pours, pipe-jacking or other forms of ground support necessary to avoid a failure or construction incident
- on site movements of heavy plant, materials and equipment
- works in a road reserve
- traffic control crews, including large truck mounted crash attenuator vehicles, medium rigid vehicles, and lighting towers
- emergency works and incident response including tow-trucks for light, medium, and heavy vehicles
- alternative construction rosters to suit delivery or in response to industrial relations issues
- various low-intensity activities.

Where work outside the standard hours (including night works) is required, the works will only proceed on an as required basis and with the appropriate approvals. Truck movements for deliveries and material haulage are expected to occur throughout the day with transport management requirements as identified in section 3 of this report.

## 2.3 Traffic generation for exploratory works

Expected traffic has been estimated for the activities associated with exploratory works. A detailed breakdown of the traffic generation associated with the activities contained in Table 1 is included in section 7 and Appendix E of the TIA.

To reduce the number of light vehicle trips to and from the project site, initiatives including on site accommodation and park and ride/staging areas are in progress which have been considered in the TIA to estimate the traffic generation and trip distribution. On site accommodation will be provided at the upper site (Walkers Top Road) and at the main site (Borgan Road). The following are the anticipated camp availability considered in the TIA:

- no camps or staging areas available (Q4 2024 – Q2 2025)
- Queensland Hydro Rapid Deployment Camp at Walkers Top (Q2 2025 – Q3 2025)
- Temporary Workers Accommodation (TWAC) at Walkers Top (Q3 2025 – Q4 2028)
- On site camps at Borgan Road (Q4 2026 – Q2 2030)

No park and ride facilities will be developed by Queensland Hydro for exploratory works. However, contractors for individual work packages will be responsible for providing parking and rides/staging areas and transport to site for their respective workforce via buses. For the purposes of traffic distribution assumed locations in the north and south along the key routes to site have been assumed to account for the workforce being transported by buses to site.

Park and ride facilities will be assessed through the respective local government planning scheme. An application is underway with GRC for a park and ride facility along the northern access route which will be utilised for the civil works contract workforce. This is being led by the contractor engaged for these works and is at the pre-lodgement stage with GRC. The TIA and RMP will be updated when this facility and any other park and rides related to the exploratory works stage have been assessed and approved.

Queensland Hydro has also prepared a framework to provide guidance to contractors regarding the design and operations of park and ride facilities during the exploratory works stage. The key principles identified in this framework require contractors to:

- ensure locations have considered potential social and environmental impacts and avoids impact to local residential amenity
- engage with local communities to address concerns about increased traffic and potential disruption to daily life
- engage with local councils to align with local planning objectives
- design the facility to reduce congestion in residential and commercial areas, ensuring that increased workforce traffic does not overwhelm local infrastructure
- introduce shared commute arrangements, such as bus services to reduce the number of individual vehicles on the road
- maximise opportunities for local providers in the operation of workforce commute arrangements, including opportunities for bus operators, security, and maintenance personnel
- design facilities to ensure a safe, clean and respectful environment, including appropriate waste management, facility lighting, visual amenity and security provisions
- work closely with Queensland Hydro to address community and stakeholder feedback or complaints in a timely way.

Traffic generation and timing for exploratory works activities is summarised in Table 2. Further details of the individual tasks and associated estimated peak traffic generation are contained in the exploratory works TIA section 7 and Appendix E.

### Table 2 - Exploratory works traffic generation and timing

| Exploratory works traffic | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Timing | Q4 2024 | | Q1 2025 | | Q2 2025 | | Q3 2025 | | Q4 2025 | | Q1 2026 | | Q2 2026 | | Q3 2026 | | Q4 2024 | | Q1 2027 | | Q2 2027 | | Q3 2027 | |
| Vehicle Category | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| **Main Site and Lower Reservoir** | | | | | | | | | | | | | | | | | | | | | | | | |
| Total per day | 50 | 18 | 50 | 18 | 50 | 18 | 50 | 8 | 50 | 8 | 34 | 17 | 28 | 14 | 56 | 54 | 56 | 54 | 60 | 83 | 70 | 76 | 78 | 80 |
| AM Peak | 16 | 6 | 16 | 6 | 16 | 6 | 16 | - | 16 | - | 12 | 1 | 10 | 1 | 20 | 2 | 20 | 2 | 22 | 4 | 25 | 1 | 28 | 1 |
| PM Peak | 16 | 6 | 16 | 6 | 16 | 6 | 16 | - | 16 | - | 12 | 1 | 10 | 1 | 20 | 2 | 20 | 2 | 22 | 4 | 25 | 1 | 28 | 1 |
| Out of peak total | 18 | 6 | 18 | 6 | 18 | 6 | 18 | 8 | 18 | 8 | 10 | 15 | 8 | 12 | 16 | 50 | 16 | 50 | 16 | 75 | 20 | 72 | 22 | 78 |
| **Upper Reservoir** | | | | | | | | | | | | | | | | | | | | | | | | |
| Total per day | 40 | 16 | 64 | 22 | 58 | 22 | 58 | 28 | 58 | 5 | 50 | 41 | 50 | 41 | 52 | 41 | 52 | 41 | 40 | 27 | 60 | 35 | 56 | 31 |
| AM Peak | 10 | 2 | 17 | 2 | 18 | 2 | 18 | 2 | 18 | - | 13 | - | 13 | - | 13 | - | 13 | - | 10 | - | 20 | - | 20 | - |
| PM Peak | 10 | 2 | 17 | 2 | 18 | 2 | 18 | 2 | 18 | - | 13 | - | 13 | - | 13 | - | 13 | - | 10 | - | 20 | - | 20 | - |
| Out of peak total | 20 | 12 | 30 | 18 | 22 | 18 | 22 | 24 | 22 | 5 | 24 | 41 | 24 | 41 | 26 | 41 | 26 | 41 | 20 | 27 | 20 | 35 | 16 | 31 |

| Exploratory works traffic | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Timing | Q4 2027 | | Q1 2028 | | Q2 2028 | | Q3 2028 | | Q4 2028 | | Q1 2029 | | Q2 2029 | | Q3 2029 | | Q4 2029 | | Q1 2030 | | Q2 2030 | |
| Vehicle Category | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| **Main Site and Lower Reservoir** | | | | | | | | | | | | | | | | | | | | | | |
| Total per day | 54 | 71 | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 20 | 18 | 16 | 14 | 16 | 14 |
| AM Peak | 20 | 1 | 7 | - | 7 | - | 7 | - | 7 | - | 7 | - | 7 | - | 7 | - | 7 | - | 6 | - | 6 | - |
| PM Peak | 20 | 1 | 7 | - | 7 | - | 7 | - | 7 | - | 7 | - | 7 | - | 7 | - | 7 | - | 6 | - | 6 | - |
| Out of peak total | 14 | 69 | 6 | 18 | 6 | 18 | 6 | 18 | 6 | 18 | 6 | 18 | 6 | 18 | 6 | 18 | 4 | 18 | 4 | 14 | 4 | 14 |
| **Upper Reservoir** | | | | | | | | | | | | | | | | | | | | | | |
| Total per day | 28 | 17 | 12 | 3 | 12 | 3 | 12 | 3 | 12 | 3 | 12 | 3 | 12 | 3 | 12 | 3 | 12 | 3 | 12 | 3 | 12 | 3 |
| AM Peak | 10 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - | 4 | - |
| PM Peak | 10 | - | 4 | -- | 4 | -- | 4 | -- | 4 | -- | 4 | -- | 4 | -- | 4 | -- | 4 | -- | 4 | -- | 4 | -- |
| Out of peak total | 8 | 17 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | 4 | 3 |

*Where HV- heavy vehicle and LV-light vehicle*

Table 3 provides further details of the roads to be used for exploratory works, including road manager, existing function and traffic volumes, intended use for exploratory works and increase in traffic due to the Project. It is noted that the increases shown Table 3 represent the peak average per day for exploratory works which is expected to occur in Q1 2027 for the northern access in Q3 2026 to Q4 2026 for the southern access.

The route proposed to be used for mobilisation of larger plant and equipment has not been fully assessed in this version of TIA and RMP. Once an agreement has been finalised with the relevant road owners/asset managers the TIA and RMP will be updated.

### Table 3 – Summary of proposed roads for exploratory works

| Road | Owner | Posted speed (km/h) | Existing type/function | Exploratory works usage | Existing Traffic | | % increase relative to existing | |
|---|---|---|---|---|---|---|---|---|
| | | | | | AADT | HV (%) | LV | HV |
| Bruce Highway | TMR | 110 | Multi lane national highway part of the Higher Mass Limits network. No direct property access. | Light vehicle & construction | 22,134 | 5091 *(23%)* | 1% | 0.2% |
| Old Bruce Highway | TMR (WBD) | 100 (60-80 at locations) | Two lane sealed B-double route (part of Tourist Drive Route 42). Limited direct property access. | Light vehicle | 2,070 | 228 (11%) | 6% | 0% |
| Mary Valley Link Road | TMR (WBD) | 100 | Two lane general access road providing connectivity of the state-controlled network to the Bruce Highway. Limited direct property access. | Light vehicle & construction | 3,623 | 543 (15%) | 1% | 1% |

| Road | Owner | Posted speed (km/h) | Existing type/function | Exploratory works usage | Existing Traffic | | % increase relative to existing | |
|---|---|---|---|---|---|---|---|---|
| | | | | | AADT | HV (%) | LV | HV |
| Gympie Brooloo Road (Mary Valley Road) North of Tuchekoi Road | TMR (WBD) | 100 (60-80 at locations) | Two lane sealed general access road (part of Tourist Drive Route 42). Some direct rural residential property access. | Light vehicle & construction | 837 | 142 (17%) | 4% | 5% |
| Gympie Brooloo Road (Mary Valley Road) South of Tuchekoi Road | TMR (WBD) | 100 (60-80 at locations) | | Light vehicle & construction | 2,514 | 277 (11%) | 2% | 2% |
| Yabba Creek Road west of Edward St | TMR (WBD) | 80 (40-60 at locations) | Two lane sealed general access road (part of Tourist Drive Route 42). Direct property accesses concentrated in Imbil and direct access to recreational/camping facilities. | Light vehicle & construction | 3,050 | 397 (13%) | 2% | 3% |
| Yabba Creek Road east of Superior Wood | TMR (WBD) | 80 (40-60 at locations) | | Light vehicle & construction | 1,024 | 215 (21%) | 6% | 8% |
| Yabba Creek Road near Bella Creek Rd | TMR (WBD) | 80 (40-60 at locations) | | Light vehicle & construction | 374 | 49 (13%) | 16% | 22% |
| Kenilworth Skyring Creek Road | TMR (WBD) | 80 (60 at locations) | Two lane sealed general access road (part of Tourist Drive Route 42). Some direct rural residential property access. | Light vehicle | 2,023 | 243 (12%) | 6% | 0% |
| Tuchekoi Road | TMR (WBD) | 100 (60-80 at locations) | Two lane sealed general access road (part of Tourist Drive Route 42). Some direct rural residential property access. | Light vehicle | 1,441 | 173 (12%) | 10% | 0% |
| Bella Creek Road | GRC | No posted speed limit | Unsealed general access with some direct property access. | Light vehicle & construction | 102 | No data | 59% | 81% |
| Borgan Road | GRC | No posted speed limit | Unsealed general access road with no through connectivity. | Light vehicle & construction | <10 est | No data | >100% | >100% |
| Old Yabba Road | GRC | No posted speed limit | Unsealed general access road | Light vehicle & construction | <50 est. | No data | 50% est. | 50% est. |

| Road | Owner | Posted speed (km/h) | Existing type/function | Exploratory works usage | Existing Traffic | | % increase relative to existing | |
|---|---|---|---|---|---|---|---|---|
| | | | | | AADT | HV (%) | LV | HV |
| Borumba Dam Road | GRC | 60 | Sealed single lane used for access to existing Borumba Dam | Light vehicle & construction | 150 | 2 (1%) | 13% | 5% |
| Moy Pocket Road | GRC | 70 | Two lane sealed local road (existing quarry haul route). Some direct rural residential property access. | Construction (Quarry material haulage) | 294 | 30 (10%) | 0% | 13% |
| Kandanga Imbil Road | GRC | 100 (60-80 at locations) | Two lane sealed general access road (part of Tourist Drive Route 42). Some direct rural residential property access. | *Limited light vehicle uses only as per TIA recommendation | 1,575 | 145 (9%) | 1% | 0% |
| D'Aguilar Hwy (East of Kilcoy) | TMR (NCR) | 100 (60-80 at locations) | Two lane B-double route, limited direct property access. | Light vehicle & construction | 7,655 | 1148 (15%) | 1% | 0.3% |
| D'Aguilar Hwy (West of Kilcoy) | TMR (NCR) | 100 (60-80 at locations) | Two lane B-double route, limited direct property access. | Light vehicle & construction | 4,537 | 817 (18%) | 0.0% | 0.4% |
| Kilcoy Murgon Road | TMR (NCR) | 80-100 | Two lane narrow sealed general access road. Some direct rural residential property access. | Light vehicle & construction | 887 | 98 (11%) | 6.3% | 4.6% |
| William Street | TMR (NCR) | 60 | Two lane sealed general access road. Some direct property access. | Light vehicle & construction | 3665 | 147 (4%) | 1.5% | 1.1% |
| Brisbane Valley Hwy (Harlin-D'Aguilar Hwy) | TMR (NCR) | 100 (60-70 at locations) | Two lane B-double route, limited direct property access. | Construction (Quarry material haulage) | 2,806 | 447 (17%) | 0.0% | 0.7% |
| Sinnamons Lane | SRC | 60 | Two lane narrow sealed road. | Construction (Quarry material haulage) | No data | No data | 0% | 25% (est) |
| Sunday Creek Road | SRC | No posted speed limit | Narrow tow lane partially sealed road with some rural property access. | Light vehicle & construction | 24 | No data | >100% | >100% |
| Yielo Road | SRC | No posted speed limit | Unsealed general access with some direct property access. | Light vehicle & construction | 8 | No data | >100% | >100% |

*Limited use if there are LV trips originating along road.*

# 3. Management of identified traffic impacts

Exploratory works will take place at various locations across the project site. Access to the lower reservoir, main site and Borgan camps will be via the north utilising the state road network in TMR Wide Bay region and GRC local roads. The upper reservoir and Walkers Top camps will be accessed through the state road network in TMR North Coast region and SRC local roads in the south.

Figure 2 shows the identified roads for exploratory works. The proposed usage is based on existing road function and constraints identified in the TIA. Contractors must comply with the approved routes and specified usage for exploratory works unless specifically approved to utilise an alternative route for a specific purpose or transport need. Queensland Hydro will facilitate agreement for this through discussions and approval with the relevant road authority.

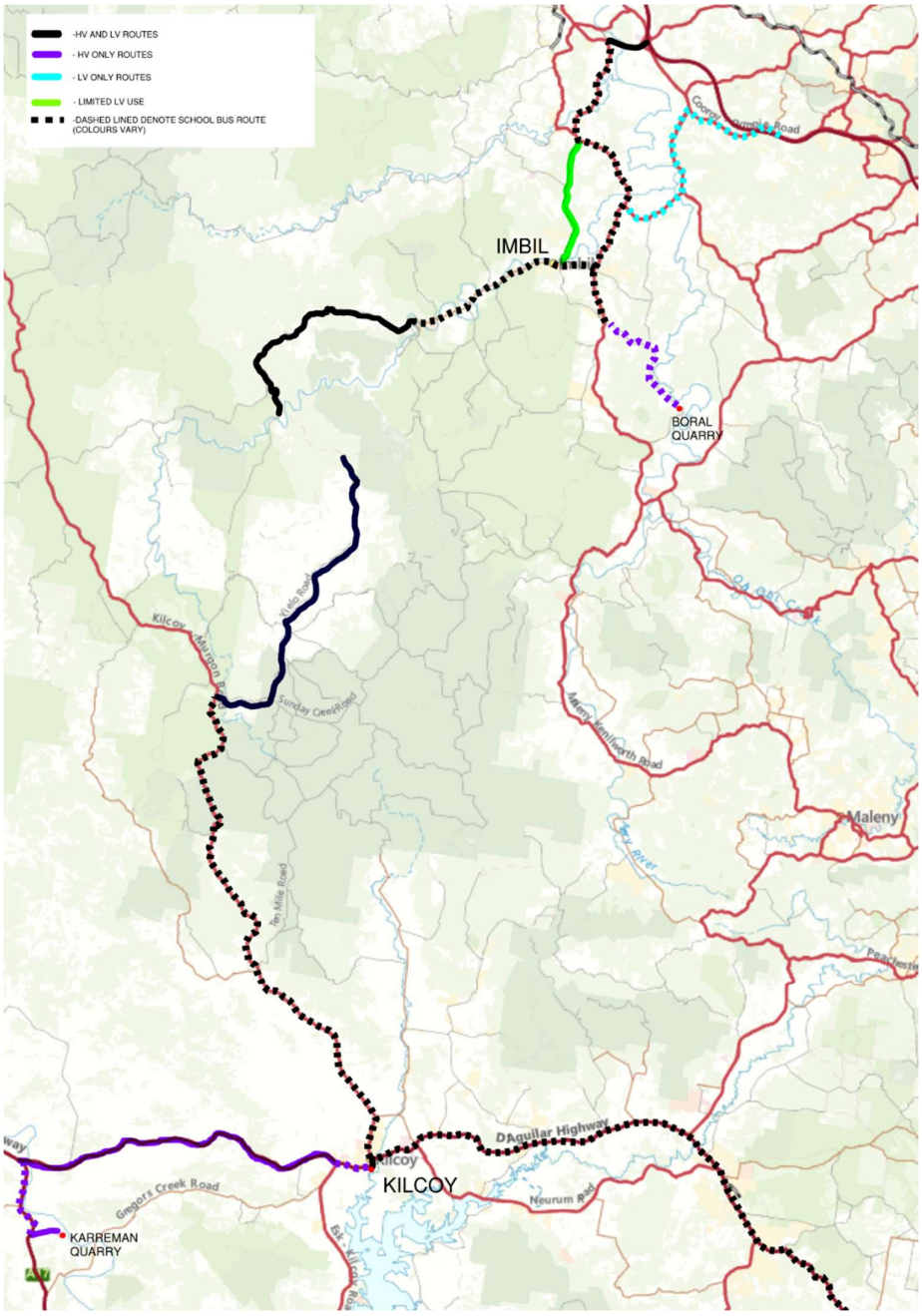



*Figure 2 - Proposed roads and exploratory works usage*

## 3.1 Identified traffic impacts and mitigation

### 3.1.1 Approach to management of traffic related impacts

Queensland Hydro's will implement an adaptive management approach for management of traffic and transport impacts due to exploratory works. The TIA has assessed the existing road network and has made recommendations for heavy and light vehicle utilisation during exploratory works based. Key initiatives adopted in the RMP for the management of exploratory works traffic include:

- reducing vehicle numbers travelling to site by providing park and or staging areas for the workforce
- limiting heavy vehicle use to selected routes
- restricting heavy vehicle movements on school bus routes and in the vicinity or school during drop off and pick up peaks
- promoting safe driving practices for employees and delivery partners
- undertaking improvements to the network where required
- managing traffic at identified pinch points on the network
- consultation with the relevant road authorities and or road managers on identified issues and mitigation measures
- proactive engagement with stakeholders to provide updates and receive feedback on anticipated traffic movements and management measures
- continuous evaluation of the effectiveness of mitigation measures and adjusting when required.

### 3.1.2 Coordination and management of traffic movements

Queensland Hydro has implemented a procedure to capture the forecasted traffic movements for the various work packages occurring during exploratory works. This will allow Queensland Hydro to monitor and manage the overall traffic generation and overlaps in vehicle movements. Queensland Hydro will investigate options for traffic management at key pinch points in the northern and southern road network to site to manage the cumulative traffic impacts of various work packages. Traffic counts for weekend and school holiday periods have been obtained to inform if additional management measures will be required during those periods. Queensland Hydro will continue discussions with the relevant road authorities/managers to obtain approval prior to implementation.

Contractors engaged for exploratory works are required to produce a Traffic Management Plan (TMP) which will be reviewed and approved by Queensland Hydro prior to commencement of on-site works. The contractors TMP must address the requirements and commitments of the RMP. Contractors are also obligated to undertake additional due diligence checks and risk assessments on the routes to site to ensure that all traffic movements are managed appropriately.

For the various work packages Queensland Hydro will undertake a review and coordinate submitting the various proposals and or Traffic Guidance Scheme (TGS) to the road authorities for review and approval. Queensland Hydro will provide visibility of any overlaps in traffic movements for the various work packages to road authorities so that the cumulative impacts could be assessed in review of any proposed TGS's or other management measures.

Anticipated traffic movements and management measures will be communicated to stakeholders proactively as detailed in the project's Community and Stakeholder Engagement Plan (CSEP). Queensland Hydro will also, through existing forums with the road authorities monitor and receive feedback on the impacts of exploratory work traffic and the effectiveness of management measures and adjust where required.

### 3.1.3 Potential operational issues

Potential operational issues due to the existing road environment and network usage are identified in Table 4 along with proposed management measures.

**Table 4 - Potential operational issues and proposed management measures**

| Roads | Identified operational issue | Proposed management measures |
|---|---|---|
| Yabba Creek Road (Brooloo Road)<br>Gympie Brooloo Road (Mary Valley Road)<br>Kandanga Imbil Road<br>Moy Pocket Road<br>Old Bruce Highway<br>Kenilworth Skyring Creek Road<br>D'Aguilar Highway<br>Kilcoy Murgon Road | • Some of the access roads to be utilised by the project are existing school bus routes.<br>• School bus services in these locations are operated by school bus contractors. Information on the pickup and drop-off bus stop locations are contained in Appendix A of the TIA.<br>• School buses typically between operate between 7:15am to 8:45am between 3:00pm to 4:35pm.<br>• Due to the rural environment and low volume of users the existing stop locations are usually at property entrances or at common locations for a few properties.<br>• Some existing bus stops have limited to no infrastructure and there is no on road parking.<br>• In addition, TransLink route 896 (Kilcoy to Woodford) utilises the D'Aguillar Highway operating Monday to Saturday one AM and one PM service. | • School bus routes have existing signage to identify that they are school bus routes as well as some bus stop locations.<br>• Although the volume of users using each stop is expected to be low the following measures will be implemented:<br>– Contractors for exploratory works would be made aware of the school bus routes via the TIA and RMP. Contractors are also obligated to undertake additional due diligence checks and ensure that all staff and suppliers are familiar with and utilise the approved routes for HV and LV access to site.<br>– Contractors shall consider and address through their Traffic Management Plan operational safety if utilising bus routes for transport. This includes consideration of school bus operation hours and bus stop locations.<br>– Heavy haulage will not be permitted during school bus peak operation hours, any variation from this will be subject to the outcomes of a risk assessment to be agreed with the relevant road authority and OCG prior to any implementation.<br>– Heavy haulage will not be permitted on routes with schools during school drop off and pick up times, any variation from this will be subject to the outcomes of a risk assessment to be agreed with the relevant road authority and OCG prior to any implementation.<br>– Based on the project working hours it is anticipated that most light vehicles will be travelling outside of the school bus peaks, nevertheless, all light vehicles should exercise caution around stopped school busses including:<br>• Reducing speed when approaching stopped school busses<br>• Stopped school busses which are not fully off the road should not be passed<br>• For stopped school busses fully off the road reduce speed and look out for children potentially crossing the road.<br>– Queensland Hydro will coordinate and monitor traffic movements across the various contractors to ensure cumulative impacts are identified and managed appropriately.<br>– Queensland Hydro will continue regular communications with local schools and school bus operators to proactively provide updates regarding project traffic as detailed in section 4.2 of this report. Any feedback from the school bus operators will be passed on to Queensland Hydro's contractors.<br>– Safe driving practices for Queensland Hydro employees are captured through the induction process and ongoing pre-start meetings as detailed in section 6.1 of this report. |
| Yabba Creek Road<br>D'Aguilar Highway<br>Kilcoy Murgon Road | • Both the towns of Imbil and Kilcoy are generators of pedestrian activity. | • Contractors and service providers for exploratory works would be made aware of key pedestrian areas via the TIA and RMP. |

| | | |
|---|---|---|
| | • A key active transport generator in Imbil is the Mary Valley Rail Trail.<br>• There are no pedestrian crossing or refuges in Imbil across Yabba Creek Road.<br>• In Kilcoy there are pedestrian refuges in the median across the D'Aguilar Highway but no pedestrian crossings. | • Contractors need to consider and address operational safety for high pedestrian traffic areas through their Traffic Management Plan.<br>• Queensland Hydro will coordinate and monitor traffic movements across the various contractors to ensure cumulative impacts are identified and managed appropriately.<br>• Safe driving practices for Queensland Hydro employees are captured the induction process and ongoing pre-start meetings as detailed in section 6.1 of this report.<br>• TMR have secured funding for a raised pedestrian crossing across Yabba Creek Road between Diggings Street and Willams Street. The proposed crossing is being designed by GRC. Once constructed this crossing will be maintained by TMR.<br>• Queensland Hydro will continue to work with GRC and TMR by supporting the funding of the engagement for the Imbil Master Plan through the community benefits fund which will give the community an opportunity to provide feedback on the proposed pedestrian crossing.<br>• Queensland Hydro have worked collaboratively with TMR to improve line marking, visibility and signage along Yabba Creek Road which has now been completed.<br>• No further mitigation measures are proposed in Kilcoy during exploratory works for the following reasons:<br>– there are existing pedestrian refuges in the median across the D'Aguillar Highway<br>– Exploratory works traffic generation for this route is low<br>– there is no reported history for accidents involving pedestrians<br>– there will be an opportunity to reassess the impacts through the Main Works TIA. |
| Sunday Creek Road<br>Yabba Creek Road<br>Bella Creek Road | • Some roads are utilised for the Sunday Creek Classic, cycling event which occurs annually. (Next event scheduled for Saturday 24 May 2025). There are no road closures for this event. | • Contractors and service providers for exploratory works would be made aware of this event via the TIA and RMP. A link to the event website is provided to access Sunday Creek Classic. (Sunday Creek Classic)<br>• Links to the rally events in the Imbil and Jimna state forests are: Events Archive - BSCC and Rally Queensland – EROAD Australian Rally Championship.<br>• Queensland Hydro will engage with the event organisers to understand their road use requirements and ensure that this feedback is communicated to the Queensland Hydro delivery teams and contractors. |
| Brisbane Valley Hwy | • Harlin State School along the highway.<br>• Brisbane Valley Rail Trail (BVRT) crosses the highway in Harlin. | • Contractors and service providers for exploratory works would be made aware of these conditions via TIA and RMP.<br>• Contractors shall consider and address through their Traffic Management Plan operational safety considering school hours and interfaces with the BVRT<br>– Heavy haulage will not be permitted during school bus peak operation hours, any variation from this will be subject to the outcomes of a risk assessment to be agreed with the relevant road authority and OCG prior to any implementation. |

| | | |
|---|---|---|
| Sinnamons Lane | • Brisbane Valley Rail Trail (BVRT) crosses the highway in Harlin. | • Contractors shall consider and address through their Traffic Management Plan operational safety interfaces with the BVRT. |

### 3.1.4 Potential safety issues

The Exploratory Works TIA has undertaken a review of the existing road network to identify potential safety risks. This included a review of existing route function and traffic utilisation, road geometric standard, available crash data, intersection types, direct property accesses, posted speed limits signage and line marking. This was used to inform the proposed route utilisation for exploratory works traffic shown in Table 3. Yabba Creek Road was identified for further investigation as the traffic from all other northern routes converges on to Yabba Creek Road. Additional reasons for undertaking further investigations are the existing single lane bridges, surrounding land use through Imbil township and surrounds including several recreational and camp sites. A Road Safety Audit was conducted as part of the exploratory works TIA for Yabba Creek Road. The audit highlighted safety concerns for drivers, pedestrians and cyclists associated with the road and roadside environment.

The exploratory works TIA Section 3 contains additional details of the identified issues. Table 5 summarises the identified safety issues and proposed management measures for the roads to be utilised for exploratory works.

Contractors engaged for exploratory works would be made aware of existing road environment constraints and proposed management measures through the TIA and RMP and would need to consider operational safety with regards to their transport needs. Safe driving practices for Queensland Hydro employees are captured the induction process and ongoing pre-start meetings and is included in section 6 of this report. Other specific management measures are contained in Table 5.

**Table 5 - Summary of potential safety issues and proposed management measures**

| Road | Potential safety issue | Proposed management measure |
|---|---|---|
| Mary Valley Link Road | • No significant constraints identified. | N/A |
| Cooroy-Gympie Road (Old Bruce Highway) | • Route utilised by cyclists with no formal on road cycle facilities. | • Primary use for exploratory works traffic will be light vehicles only to avoid potential conflicts with cyclists and heavy vehicles.<br>• Contractors will be required to comply with the approved routes unless specifically approved to utilise an alternative route for a specific purpose or transport need. |
| Gympie Brooloo Road (Mary Valley Road) | • Narrow seal at some locations<br>• Existing school bus route.<br>• Gravel shoulders and unsealed driveways at isolated locations.<br>• Limited opportunities to pull off along the road shoulders at some locations.<br>• Poor horizontal and vertical geometry at isolated locations. | • Contractors engaged for exploratory works shall consider and address through their Traffic Management Plan the identified issues. Queensland Hydro to work with TMR Wide Bay to gain acceptance on appropriate control measures for work packages involving heavy haulage prior to commencement.<br>• Queensland Hydro will engage with key stakeholders as detailed in section 4.2 of this plan. Advanced notice will be given to impacted stakeholders for any changes to traffic and road conditions due to project traffic. |
| Kenilworth Skyring Creek Road | • Narrow seal at some locations<br>• Sight distance constraints at isolated locations.<br>• Existing school bus route. | • Primary use for exploratory works traffic will be light vehicles as per TIA recommendation.<br>• Contractors will be required to comply with the approved routes unless specifically approved to utilise an alternative route for a specific purpose or transport need. |

| Road | Potential safety issue | Proposed management measure |
|---|---|---|
| | • Limited opportunities to pull off along the road shoulders at some locations.<br>• Overgrown vegetation at some locations.<br>• Chinaman Creek crossing is subject to flooding with no flood warning signs on approach or flood depth indictors.<br>• Route utilised by cyclists with no formal on road cycle facilities. | • Queensland Hydro will engage with key stakeholders as detailed in section 4.2 of this plan. Advanced notice will be given to impacted stakeholders for any changes to traffic and road conditions due to project traffic.<br>• Contractors engaged for exploratory works and Queensland Hydro staff to utilise QLD Traffic for information on flooding during period of intense or prolonged wet weather https://qldtraffic.qld.gov.au/ |
| Tuchekoi Road | • Narrow seal at isolated locations.<br>• Sight distance constraints at isolated locations.<br>• Lack of posted speed limit signs.<br>• Poor horizontal and vertical geometry.<br>• Route utilised by cyclists with no formal on road cycle facilities. | • Primary use for exploratory works traffic will be light vehicles as per TIA recommendation.<br>• Contractors will be required to comply with the approved routes unless specifically approved to utilise an alternative route for a specific purpose or transport need.<br>• Queensland Hydro have worked collaboratively TMR Wide Bay regarding signage and line marking improvements along this route. These works have now been completed. |
| Kandanga Imbil Road | • Narrow seal at isolated areas.<br>• Existing school bus route.<br>• Existing crash cluster along a section with challenging geometry.<br>• Desirable link likely to be used by most traffic if not controlled appropriately. | • Primary use for exploratory works traffic will be limited light vehicles.<br>• Contractors will be required to comply with the approved routes unless specifically approved to utilise an alternative route for a specific purpose or transport need.<br>Queensland Hydro will engage with key stakeholders as detailed in section 4.2 of this plan. Advanced notice will be given to impacted stakeholders for any changes to traffic and road conditions due to project traffic. |
| Yabba Creek Road | • Mix traffic use due to recreational facilities located along the route.<br>• Existing school bus route.<br>• On street parking and high pedestrian area through Imbil township.<br>• Limited opportunities for pull off at some locations.<br>• Narrow seal at some locations.<br>• Narrow single lane bridges with limited advance warning signs.<br>• Overgrown vegetation in some locations. | • Contractor's TMP to address how potential risks due to mixed use will be managed considering the existing road environment constraints.<br>• Queensland Hydro will engage with key stakeholders as detailed in section 4.2 of this plan. Advanced notice will be given to impacted stakeholders for any changes to traffic and road conditions due to project traffic.<br>• Queensland Hydro have worked collaboratively with TMR to provide funding for improvements works along Yabba Creek Road including line marking and signage upgrades, speed limit reduction and vegetation clearing to improve sight distances. These works have now been completed.<br>• The Borumba Project has been in discussions with TMR regarding the replacement of the 6 timber bridges along Yabba Creek Road. This is subject to the outcomes of the Business Case currently underway. Queensland Hydro will continue discussions with TMR regarding approvals and timing. |

| Road | Potential safety issue | Proposed management measure |
|---|---|---|
| Borumba Dam Road | • Mix traffic use due to recreational and camping grounds, access to existing boat ramp, Seqwater compound and Queensland Hydro's establishment and operation of temporary facilities in the area. | • During the initial occupation of the temporary facilities proposed by Queensland Hydro, operational vehicle movements will not increase compared to current activity as the personnel who will be using the facilities are already travelling to and from site.<br>• During establishment Queensland Hydro will facilitate traffic management along Borumba Dam Road, including the intersection of Borumba Dam Road and the Seqwater compound. Additional traffic counts will be undertaken to establish if there are increases during weekends and school holiday periods to inform the traffic management measures.<br>• Engagement with the community regarding vehicle movements will occur through Queensland Hydro's existing regular communication processes (e.g. email alerts, community newsletters, information sessions).<br>• Queensland Hydro has been in discussions with Queensland Fire Department (QFD) and Yabba Creek Rural Fire Service (YCRFS) regarding their access requirements.<br>– Primary access for QFD and YCRFS will be maintained via Borumba Dam Road and Old Yabba Road through Campgrounds Road.<br>– YCRFS Secondary access route will be via a newly constructed intersection with Borumba Dam Road to be constructed post EPBC.<br>– All routes are to be kept clear at all times.<br>• Queensland Hydro will engage with all impacted groups once a Traffic Management Plan has been developed for this area. |
| Old Yabba Road | • Mix traffic use unsealed road.<br>• Unsealed road with loose gravel and conditions that can deteriorate quickly particularly following periods of rainfall. | • Queensland Hydro is developing a Traffic Management Plan that will detail how traffic will be managed during the utilisation of the Seqwater compound during exploratory works.<br>• During periods of heavy or prolonged wet weather Queensland Hydro will evaluate road conditions and communicate any changes in travel conditions and or restrictions to contractors and staff. Queensland Hydro is investigating the installation of flood monitoring devices at key locations along the road network to provide information to assist with the evaluation of access conditions. |
| Bella Creek Road | • Geometric constraints limiting safe access for larger vehicles and two-way light vehicle traffic at isolated locations.<br>• Unsealed road with loose gravel and conditions that can deteriorate quickly particularly following periods of rainfall.<br>• Adjacent land use is rural agricultural with livestock grazing and lack of fencing in most locations.<br>• Intersection with and utilisation of Little Bella Creek Road. Residents | • Queensland Hydro has provided funding to GRC to complete curve widening on isolated sections of Bella Creek Road. The works were completed in Q3 2024 and has improved the geometry in this area for two-way light vehicle traffic.<br>• Due to the low traffic volume, other locations constrained by poor sight distance and existing road widths have been managed through improved signage and site communications. Call point signage has been installed, and procedures implemented to raise awareness of oncoming traffic and promote safe passing of vehicles travelling in opposing directions. Residents along Bella Creek Road have been provided with handheld UHF devices. Contractors and suppliers engaged by |

| Road | Potential safety issue | Proposed management measure |
|---|---|---|
| | living along Little Bella Creek Road utilise Bella Creek Road for access to Imbil and surrounds.<br>• Poor intersection with Yabba Creek Road. | Queensland Hydro will be required to utilise this procedure to ensure the safe vehicle operations when travelling along Bella Creek Road.<br>• Chainage markers have been installed to provide road users a general location in the event of an emergency, incident or any other communications that require a locality.<br>• During periods of heavy or prolonged wet weather Queensland Hydro will evaluate road conditions and communicate any changes in travel conditions and or restrictions to contractors and staff. Queensland Hydro is investigating the installation of flood monitoring devices at key locations along the road network to provide information to assist with the evaluation of access conditions.<br>• Queensland Hydro will continue to provide regular updates to adjacent landowners on traffic movements. Advanced notice will be given to impacted stakeholders for any changes to traffic and road conditions due to project traffic.<br>• Queensland Hydro is investigating a traffic management solution for the Bella Creek Road and Yabba Creek Road intersection. Investigations are expected to be completed by the end of Q2 2025. Any proposed measures would be discussed and approved by the relevant road authority prior to implementation.<br>• Queensland Hydro will investigate opportunities to accelerate the upgrade of the first 3km of Bella Creek Road to address some of the identified issues. This will be contingent on approvals pathways.<br>• Queensland Hydro is planning to undertake cadastral survey for the Bella Creek Road corridor. The cadastral survey is anticipated to commence by Q4 2025. Queensland Hydro will engage with property owners regarding stock fencing as appropriate. |
| | • Existing narrow cattle grids in poor condition. | • Queensland Hydro has engaged a contractor and has been working to repair and replace selected grids with landowners and GRC consent. Works are expected to commence in Q1 2026 pending approvals. |
| | • Unformed creek crossings (Kingaham Creek). | • Queensland Hydro has been working with GRC to temporarily improve the condition of the existing waterway crossings.<br>• As part of exploratory works this section of Bella Creek Road will be realigned with the construction of a new road bypassing the existing Kingham Creek crossings pending EPBC approval. |
| Borgan Road | • Geometric constraints limiting safe access for larger vehicles and two-way light vehicle traffic.<br>• Unsealed road with loose gravel and conditions that can deteriorate quickly, particularly following periods of rainfall. | • For safety reasons Borgan Road will be temporarily closed from the intersection with Bella Creek Road and the road will be maintained by Queensland Hydro as per the approval from GRC. Queensland Hydro and GRC are in discussions to finalise the road closure. |

| Road | Potential safety issue | Proposed management measure |
|---|---|---|
| | | • Borgan Road will be upgraded as part of exploratory works to ensure safe access to the main site. These works are included under the Works Regulation.<br>• Chainage markers have been installed to provide road users a general location in the event of an emergency, incident or any other communications that require a locality.<br>• During periods of heavy or prolonged wet weather Queensland Hydro will evaluate road conditions and communicate any changes in travel conditions and or restrictions to contractors and staff. Queensland Hydro is investigating the installation of flood monitoring devices at key locations along the road network to provide information to assist with the evaluation of access conditions. |
| Moy Pocket Road | • Narrow seal at isolated locations.<br>• Existing school bus route.<br>• Poor horizontal and vertical geometry. | • Surface Civil Contractor utilising Moy Pocket Quarry to include management measures as part of their TMP for approval by GRC and TMR prior to commencement.<br>• Queensland Hydro will engage with key stakeholders as detailed in section 4.2 of this plan. Advanced notice will be given to impacted stakeholders for any changes to traffic and road conditions due to project traffic. |
| D'Aguilar Hwy | • Cycle route through Kilcoy township.<br>• On street parking and high pedestrian area (urban setting in townships along route).<br>• Gravel shoulders and unsealed driveways. | • Contractor's TMP to address how risks within urban environment will be managed prior to commencement. |
| Brisbane Valley Hwy | • School within town of Harlin.<br>• Interface with Brisbane Valley Rail Trail. | • Contractors engaged for exploratory works shall consider and address through their Traffic Management Plan the identified potential safety issues prior to commencement. |
| Kilcoy Murgon Road | • Narrow seal.<br>• Sight distance constraints at some locations due to existing geometry and overgrown vegetation at some locations.<br>• On street parking and high pedestrian area (urban setting in Kilcoy township).<br>• Narrow timber bridges at two locations.<br>• Route utilised for seasonal logging activities.<br>• Gravel shoulders and unsealed driveways.<br>• Landslip risk at isolated locations. | • Contractor's TMP to address how potential risks due to logging trucks will be managed prior to commencement.<br>• Queensland Hydro will investigate opportunities for vegetation maintenance and advance warning signs at the existing timber bridges through discussions with TMR North Coast to improve sight distance.<br>• Contractors engaged for exploratory works and Queensland Hydro staff to utilise QLD Traffic for information on road closures and potential land slips during period of intense or prolonged wet weather https://qldtraffic.qld.gov.au/ |
| Sunday Creek Road | • Narrow unsealed section.<br>• Narrow single lane bridge. | • Contractor's TMP to address operational safety with regards to transport given the existing width constraints prior to commencement. |

| Road | Potential safety issue | Proposed management measure |
|---|---|---|
| | • Unsealed road with loose gravel and conditions that can deteriorate quickly, particularly following periods of rainfall.<br>• Adjacent land use is rural agricultural with livestock grazing and lack of fencing in most locations. | • Queensland Hydro has been in discussions with SRC regarding improvements to the existing road to facilitate the camp establishment at the upper reservoir.<br>• Queensland Hydro has completed pavement maintenance under a permit issued by SRC.<br>• Chainage markers have been installed to provide road users a general location in the event of an emergency, incident or any other communications that require a locality.<br>• Queensland Hydro will engage with key stakeholders as detailed in section 4.2 of this plan. Advanced notice will be given to impacted stakeholders for any changes to traffic and road conditions due to project traffic. |
| | • Existing narrow cattle grids in poor condition. | • Queensland Hydro has engaged a contractor and has been working to repair and replace selected grids with landowners and SRC consent. Works are expected to commence in Q1 2026 pending approvals. |
| Yielo Road | • Geometric constraints limiting safe access for larger vehicles and two-way light vehicle traffic.<br>• Unsealed road with loose gravel and conditions that can deteriorate quickly, particularly following periods of rainfall.<br>• Adjacent land use is rural agricultural with livestock grazing and lack of fencing in most locations. | • Queensland Hydro has completed pavement maintenance under a permit issued by SRC to facilitate the temporary camp establishment at the upper reservoir.<br>• Queensland Hydro is investigating minor improvements to select constrained locations to improve safe access for all vehicles. Works will be subject to any landowner consent and permit from SRC.<br>• Due to the low traffic volumes, other constrained locations have been managed through improved signage and site communications. Call point signage has been installed, and procedures implemented to raise awareness of oncoming traffic and promote safe passing of vehicles travelling in opposing directions. Contractors and suppliers engaged by Queensland Hydro will be required to utilise this procedure to ensure the safe vehicle operations when travelling along these roads.<br>• Chainage markers have been installed to provide road users a general location in the event of an emergency, incident or any other communications that require a locality.<br>• During periods of heavy or prolonged wet weather Queensland Hydro will evaluate road conditions and communicate any changes in travel conditions and or restrictions to contractors and staff. Queensland Hydro is investigating the installation of flood monitoring devices at key locations along the road network to provide information to assist with the evaluation of access conditions.<br>• Queensland Hydro will engage with key stakeholders as detailed in section 4.2 of this plan. Advanced notice will be given to impacted stakeholders for any changes to traffic and road conditions due to project traffic.<br>• Queensland Hydro has completed cadastral survey for the Yielo Road, road corridor in Q3 2025. |

| Road | Potential safety issue | Proposed management measure |
|---|---|---|
| | | Queensland Hydro will engage with property owners regarding stock fencing as appropriate. |
| | • Existing narrow cattle grids in poor condition. | • Queensland Hydro will engage a contractor to repair and replace selected grids with landowners and SRC consent. Works are expected to commence in Q1 2026 pending approvals. |
| | • Sections of the existing road is outside of the gazetted road corridor. | • Queensland Hydro will obtain landowners consent prior to undertaking any maintenance of the existing road.<br>• Queensland Hydro have investigated relocating the temporary upgrades within the gazetted road reserve. Due to the outcomes of the investigations this is not possible during Exploratory Works. Queensland Hydro will undertake improvements on the existing road alignment subject to impacted landowners consent. Works are expected to commence in Q1 2026. |

### 3.1.5 Transport infrastructure

#### 3.1.5.1 Pavements

Much of the proposed network for exploratory works is the state-controlled road network. The roads generally have an acceptable standard for the existing road function. The local government road network is primarily unsealed roads, including Bella Creek Road, Borgan Road, Yielo Road and Sunday Creek Roads, are of a much lower standard due to very low traffic volumes.

A Pavement Impact Assessment (PIA) was undertaken for the state-controlled roads as part of the Exploratory Works TIA in accordance with TMR's Guide to Traffic Impact Assessment. The assessment is based on the additional traffic volumes for exploratory works on State Controlled roads only. The assessment aims to determine the monetary contribution to maintain the characteristics of the existing pavements. A summary of the PIA outcomes is included in Table 6. Further details of this assessment are included in section 9 of the Exploratory Works TIA. Queensland Hydro will discuss with TMR the approach to pavement maintenance and the monetary contribution required by Queensland Hydro for the identified routes to be utilised for exploratory works.

**Table 6 - Summary of pavement impact assessment**

| Road | Exploratory works traffic triggers PIA | Existing pavement type | Maintenance contribution identified |
|---|---|---|---|
| Bruce Highway | No | | |
| Old Bruce Highway | No | | |
| Mary Valley Link Road | Yes | Flexible/mod with seal/asphalt | Yes |
| Gympie Brooloo Road (Mary Valley Road) | Yes | Flexible with seal | Yes |
| Yabba Creek Road | Yes | Flexible with seal | Yes |
| Kenilworth Skyring Creek Road | No | | |
| Tuchekoi Road | No | | |
| Kandanga Imbil Road | No | | |
| Bella Creek Road | Not assessed other maintenance arrangements addressed by Project | | |
| Borgan Road | N/A | | |

| | | | |
|---|---|---|---|
| Moy Pocket Road | N/A | | |
| D'Aguilar Hwy | Yes | Flexible/mod with seal/asphalt | Yes |
| Brisbane Valley Highway | No | Flexible/mod with seal/asphalt | |
| Kilcoy Murgon Road | Yes | Flexible with seal | Yes |
| Sunday Creek Road | Not assessed other maintenance arrangements addressed by Project | | |
| Yielo Road | Not assessed other maintenance arrangements addressed by Project | | |

Impacts to the local government road pavements will be managed through completed and ongoing maintenance works as follows:

- Queensland Hydro has provided funding to Gympie Regional Council for the maintenance of Bella Creek Road, including grading and roadside vegetation management in selected areas
- Queensland Hydro has engaged a contractor to undertake maintenance of the existing pavement on Sunday Creek and Yielo Roads
- Queensland Hydro has engaged a contractor to undertake maintenance and or replacement of existing cattle grids. This will include obtaining landowner's consent to undertake maintenance or replacement of grids.

#### 3.1.5.2 Structures

Table 7 summarises the existing constraints regarding bridges on the network.

**Table 7 - Summary of existing bridge constraints and proposed management**

| Road | Location | Identified constraint | Proposed management measure |
|---|---|---|---|
| Yabba Creek Road | Yabba Creek Anabranch No. 1 | • Cannot exceed maximum regulatory mass under general access limits (42.5t and 2.5m wide) in current condition.<br>• Low flood immunity. | • Contractors for exploratory works are to ensure that general access limits are adhered for heavy vehicle transport.<br>• Queensland Hydro will continue discussions with TMR to explore opportunities to assess permissible vehicle and load combinations and or opportunities to undertake short term works to permit vehicles above general access limits.<br>• Contractors to investigate alternative routes for transport of heavier loads.<br>• Contractors engaged for exploratory works and Queensland Hydro staff to utilise QLD Traffic for information on road closures and opening due to flooding via https://qldtraffic.qld.gov.au/<br>• Queensland Hydro will continue discussions with TMR regarding the bridge replacements for Main Works. |
| Yabba Creek Road | Yabba Creek Anabranch No. 2 | | |
| Yabba Creek Road | Yabba Creek No. 1 - Neucoms Crossing | | |
| Yabba Creek Road | Yabba Creek No. 4 - Boardmans Crossing | | |
| Yabba Creek Road | Yabba Creek No. 5 - Friends Crossing | | |
| Yabba Creek Road | Yabba Creek No. 6 - Deep Crossing | | |
| Tuchekoi Road | Chinaman Creek | • General access (max 42.5t and 2.5m wide) timber bridge. Cannot exceed access limits in current condition. | • Primary use for exploratory works traffic will be light vehicles; alternative route is available. |
| Kilcoy Murgon Road | Sheepstation Creek No. 1 | • General access (max 42.5t and 2.5m wide) single lane timber bridge. Cannot exceed access limits in current condition. | • Contractors for exploratory works are to ensure that general access limits are adhered for heavy vehicle transport.<br>• Queensland Hydro will continue discussions with TMR to explore opportunities to assess permissible vehicle and load combinations and or opportunities to undertake short term works to permit vehicles above general access limits.<br>• Contractors to investigate alternative routes for transport of heavier loads. |
| Kilcoy Murgon Road | Sheepstation Creek No. 2 | | |

| Road | Location | Identified constraint | Proposed management measure |
|---|---|---|---|
| Sunday Creek Road | Approximately 500m from Kilcoy Murgon Road intersection | • General access (max 42.5t and 2.5m wide) narrow steel girder bridge | • Contractor to ensure that general access limits are adhered to and to seek alternative routes for transport of heavier loads. |

#### 3.1.5.3 Intersections

Intersections were analysed for capacity and turn warrants based on existing conditions and additional project traffic in the Exploratory Works TIA. The assessment indicated that the existing capacity does not have any significant impact on the intersection capacity. Existing intersections with turn warrants below the required standard are summarised in Table 8, as shown exploratory works traffic does not change the required turn warrant. Queensland Hydro will continue to engage with TMR and councils regarding any operational issues with these intersection during exploratory works and adjust the management measures accordingly if required.

**Table 8 - Intersection turn warrants**

| Location | Existing intersection type | Existing intersection warrant | Warrant with Project traffic | Proposed management measure |
|---|---|---|---|---|
| Kenilworth Skyring Creek Road and Tuchekoi Road | SR/SL | BAR/BAL treatment to accommodate existing traffic conditions. | BAR/BAL | Given that the project peak traffic generation is relatively low and occur over short durations the intersection is expected to continue to perform well. Queensland Hydro will discuss proposed measure with TMR Wide Bay. |
| Yabba Ck Road and Kandanga Imbil Road | SR/BAL | BAR treatment to accommodate existing traffic conditions. | BAR | Queensland Hydro to discuss potential mitigation measures with GRC and TMR. |
| Yabba Creek Road and Diggins Road (North and South) | SR/SL | BAR/BAL treatments to both sides of the intersection to accommodate existing traffic conditions. | BAR/BAL | Queensland Hydro to discuss potential mitigation measures with TMR and GRC. |
| Kilcoy Murgon Road and Sunday Creek Road | SR/SL | SR/SL | BAR/SL | Traffic movements at this intersection to be managed by TGS for peak periods.<br>For main works Queensland Hydro is undertaking assessments and design for upgrades to Sunday Creek Road which includes this intersection. Intersection upgraded will be considered and discussed with TMR and SRC. |

*Where *BAR = Basic Auxiliary Right, BAL = Basic Auxiliary Left, SL = Simple left and SR = Simple right.*

### 3.1.6 Amenity

Exploratory works traffic will increase traffic through the towns of Imbil and Kilcoy and rural residential properties along the transport routes. Potential impacts due to the project traffic include dust, vibration and noise.

Impacts to amenity due to the increase in traffic through population centres will be managed by:

- working with our delivery partners to minimise impacts to amenity along the transport corridors as detailed in section 5 of this report

- proactively engaging with the community on traffic changes, including peak mobilisation activities and identifying suitable mitigation strategies to reduce amenity impacts as documented in the Community and Stakeholder Engagement Plan and Social Assessment and Management Plan (SAMP)
- complaints will be managed by Queensland Hydro as outlined in the Complaints, Enquiries and Feedback Policy Feedback & Complaints - Queensland Hydro
- specific management measures for air quality and noise are detailed in section 5 of this report.

# 4. Stakeholder and community

## 4.1 Identified stakeholders

Queensland Hydro's Borumba Project team have identified key stakeholders likely to be impacted by the Exploratory Works traffic and transport, these are summarised in Table 9.

**Table 9 - Exploratory works identified stakeholders**

| Category | Stakeholder |
|---|---|
| Road authority (Government organisation) | Department of Transport and Main Roads (Wide Bay District) |
| | Department of Transport and Main Roads (North Coast Region) |
| | Gympie Regional Council |
| | Somerset Regional Council |
| Other Government organisations | Seqwater |
| | Department of Local Government, Water and Volunteers (DLGWV) |
| | Department of Environment, Tourism, Science and Innovation (DETSI) |
| | Department of Primary Industries (DPI) |
| | Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development (DRMMRRD) |
| Directly impacted organisations | HQ Plantations (HQP) |
| | Lake Borumba Caravan and Campgrounds |
| | Lake Borumba Fish Stocking Association |
| | Touchwood Coffee |
| | Sustainable Adventures Pty Ltd |
| Emergency services | State Emergency Services North Coast |
| | Imbil, Kenilworth and Kilcoy Fire and Rescue |
| | Queensland Police Service |
| | Yabba Creek and Brooloo Mary River Rural Fire Service |
| | Queensland Ambulance Service |
| Schools | Mary Valley State College |
| | Kilcoy State High School |
| | Brisbane Girls Grammar (Marrapatta Memorial Outdoor Education Centre) |
| Public transport | Polleys Coaches |
| | Karrabee Bus and Coach |
| | Lorraine (Sunhills Buses) |
| | Christensen's Bus and Coaches |
| | Translink |
| Traditional Custodians | Kabi Kabi |
| | Local Indigenous community groups |
| Public interests | Stakeholder Reference and Focus Groups |
| | Adjacent residents/landholders |
| | Mary Valley Rattler/bushwalking community/Mary Valley Mountain biking |
| | Local businesses |
| | Mary Valley Rail Trail |

| Category | Stakeholder |
|---|---|
| | Stirling's Crossing Equestrian Complex |
| | Public users of existing lower dam facilities |
| | Recreational groups and users including dam users, bushwalking and horse riding, mountain biking |
| Delivery partners | Suppliers and contractors engaged by the project |

## 4.2 Communication and consultation

### 4.2.1 Public communication and consultation

To date, stakeholders are kept informed of Project activities and changed traffic conditions through regular email, social media and website updates, and face to face community engagement activities undertaken by the Borumba Project Stakeholder Engagement Team. Consultation with stakeholders and local communities has allowed Queensland Hydro to understand the key issues and themes the community has provided feedback on, including traffic and haulage and driver behaviour.

This feedback has enabled Queensland Hydro to identify the highest impacts associated with exploratory works and to develop a Social Assessment and Management Plan for exploratory works. The SAMP identifies the social impacts associated with the generation of additional light and heavy vehicle traffic along identified site access and haulage routes and the proposed management measures and initiatives.

### 4.2.2 Ongoing and future consultation

Queensland Hydro will continue to proactively engage with project stakeholders and the community throughout the exploratory works, in line with the Project's Community and Stakeholder Engagement Plan.

A Communication and Stakeholder Engagement Action Plan for traffic and haulage has been developed with a three month lookahead for changed traffic conditions, road impacts and haulage movements. This plan will be updated quarterly.

Upcoming communication and engagement activities include:

- engagement with key stakeholders such as road authorities, emergency services
- engagement with vulnerable road users, including local schools and school bus operators and any local hiking and cycling groups such as Mary Valley Rail Trail Association
- presentation to the Project's Stakeholder Reference Group and relevant focus groups
- community connect drop-in sessions in Imbil, Kilcoy and Jimna
- notifications such as letterbox drops, emails and website.

These activities will provide details about expected haulage routes, expected vehicle numbers for the coming three months and access arrangements, including access to the boat ramp at the existing Lake Borumba.

#### 4.2.2.1 Consultation with road authorities

Queensland Hydro has regular engagements with the local road authorities including the Department of Transport and Main Roads, Gympie Regional Council and Somerset Regional Council. Table 10 summarises the forums established and will be utilised for ongoing discussions regarding traffic and transport.

In developing this RMP Queensland Hydro has had discussions with TMR and both councils regarding proposed management measures. Regular engagement through the established forums will continue throughout exploratory works to ensure that the implemented measures are effective in managing the potential risks due to the additional exploratory works traffic.

**Table 10 - Summary of ongoing consultation with road authorities**

| Forum | Meeting frequency | Discussion items |
|---|---|---|
| Somerset Regional Council | Fortnightly | Project updates, approvals, data sharing, design reviews, TIA and RMP reviews. |
| Gympie Regional Council | Fortnightly | Project updates, approvals, data sharing, design reviews, TIA and RMP reviews. |
| Department of Transport and Main Roads (Wide Bay District and North Coast Region) | Monthly | Project updates, approvals, data sharing, design reviews, TIA and RMP reviews. |
| Transport and Roads Working Group | As required | Proposed roads, transport and traffic impact assessment, approach to road upgrades, regulatory approval and assessment requirements and pathways and delivery partnerships. |

Queensland Hydro will continue discussions with road authorities as the planning and design for permanent road upgrades continues. The discussions will include the scope of the upgrades required and partnering to deliver the identified upgrades.

#### 4.2.2.2 Communications with impacted landowners asset owners and asset managers

Queensland Hydro will continue to carry out targeted engagement with landholders impacted by traffic movements or where access through adjacent land is required, including HQP, Seqwater, the Department of Environment, Tourism Science and Innovation, Department of Primary Industries, Department of Local Government, Water and Volunteers and private landowners. This will include meetings, emails and phone calls to understand potential impacts and agree appropriate mitigations tailored to their needs and obtain any necessary consent or approvals.

Queensland Hydro's Project Engagement Team will continue to conduct early engagement with directly impacted landowners prior to works on roads ensuring that the required approvals are obtained prior to commencement of the works. Queensland Hydro will also provide notification of changes to road conditions or traffic delays, prior to works occurring.

#### 4.2.2.3 Communication with service providers and contractors

Contractors and service providers engaged by Queensland Hydro for exploratory works will undertake an onboarding process prior to commencing any works on site. This process will include discussions and documentation regarding safety, transport, and traffic management. Depending on trip generation and transport requirements contractors for some work packages may be required to submit a Traffic Management Plan which requires assessment and approval from a road authority. Queensland Hydro will be responsible for coordinating this with the relevant road authority.

Contractors and service providers will be responsible for obtaining any required transport permits for the relevant road authorities. As part of the onboarding process Queensland Hydro will share any information and requirements of this Road-Use Management Plan with contractors engaged for exploratory works. Contractors will be required to coordinate their traffic movements on the public road network including managing periods that overlap with logging activities that utilise Kilcoy Murgon Road to minimise cumulative impacts. Queensland Hydro will liaise with HQP to obtain information on scheduled logging activities and relay this information to contractors during exploratory works.

#### 4.2.2.4 Communication with local schools and school bus operators

Queensland Hydro, as part of its stakeholder engagement program, will engage with local schools including Mary Valley State College, Kilcoy State School and with school bus operators to:

- raise awareness of an increase in heavy vehicles operating in the area
- understand the use of bus stops (formal and informal) to consider any safety mitigations necessary

- consider the suitability of a road safety campaign targeting passengers using those impacted bus routes.

Queensland Hydro will also include road safety training and vulnerable road user awareness as part of our contractor inductions.

## 4.3 Communication management

External communication with all stakeholders will be done in accordance with the Project's Community and Stakeholder Engagement Plan and the Communication and Stakeholder Engagement Action Plan for exploratory works.

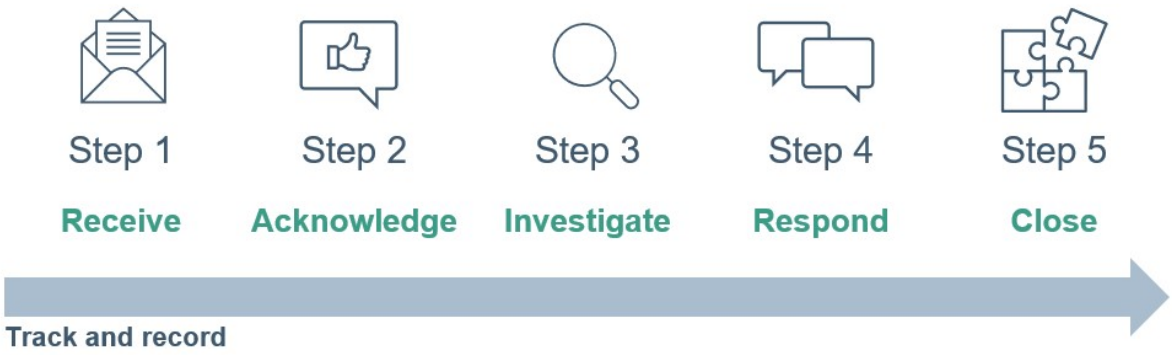
Queensland Hydro utilises a stakeholder management system, to record all engagement activities between Queensland Hydro and its stakeholders, including complaints and enquiries received. Queensland Hydro's Stakeholder Engagement team is responsible for updating and managing this system.

The system is used to:

- document and report on proactive communication and stakeholder enquiries and feedback received, including key issues and themes
- track all open enquiries as part of monitoring, managing, and resolving enquiries in a timely manner
- document how key stakeholder and community feedback received, has been considered and addressed, as part of developing the project, including the proposed impact management measures
- continuously evaluate and adapt the engagement program to meet key stakeholder and community needs and expectations, as required
- identify risks and trends and monitor community sentiment.

## 4.4 Complaints/enquiries process and management

Queensland Hydro has developed and implemented a Complaints, Enquiries and Feedback Policy which is available on its corporate website; details the process for managing complaints or enquiries as follows.




Stakeholders have access to a range of communication channels to lodge a complaint or enquiry including:

- phone: toll-free Borumba Project hotline on 1800 433 939 (the hotline may be monitored 24 hours a day, seven days a week during exploratory works, if required)
- email: community@qldhydro.com.au (enquiries can also be received via the project email address, borumba@qldhydro.com.au)
- in writing: address complaint or enquiry to Head of Stakeholder Engagement, Queensland Hydro, PO Box 12278, George Street, Queensland 4003
- in person: face-to-face interaction with Queensland Hydro representatives or contractors (eg at Imbil project office, community drop-in session or meeting).
- website: submit an online form at https://qldhydro.boreal-is.com/portal/qldhydro

# 5. Management of environmental impacts associated with project traffic

Queensland Hydro has prepared Borumba Pumped Hydro Energy Storage Project – Exploratory Works Construction Environmental Management Plan (Civil Works) which details how Queensland Hydro will manage and/or reduce potential impacts to environmental values from exploratory works.

This section of the report documents aspects relevant to environmental impacts associated with traffic and transport during exploratory works.

## 5.1 Traffic generated noise and vibration management

The exploratory works generated traffic noise and vibration will be managed as follows, further details are contained in Environmental Management Plans and Construction Environmental Management Plan:

- Queensland Hydro is currently assessing the existing noise and vibration baseline levels to determine any sensitive receptors which may be impacted by increased traffic volumes. Where sensitive receptors are identified, location specific mitigation measures will be implemented.
- maintaining regular community consultation based on proposed schedule changes and changes to vehicle movements and peak delivery/haulage times
- working with contractors and service providers to promote good driving practices to ensure no excessive noise from revving and braking, particularly when travelling through residential areas
- heavy vehicle movements for deliveries and material supplies will occur during normal day hours reducing impacts to amenities during the mornings and evenings through residential areas
- all noise and vibration complaints, will be managed in accordance with the CSEP
- undertaking risk-based/complaint triggered noise and vibration monitoring if required.

## 5.2 Dust and air quality

Traffic and transport generated dust and air quality management is being assessed, further details are contained in further details are contained in Environmental Management Plans and Construction Environmental Management Plan. Several control measures will be considered including but not limited to the following:

- utilising water carts for unsealed roads to minimise dust generation as required
- sealing of highly trafficked areas near sensitive receptors if required
- utilising polymers in unsealed roads to manage dust generation
- ensuring all loaded haulage trucks on public roads will be covered when transporting materials
- construction plant, vehicles and machinery will be maintained in accordance with the manufacturer's specifications to ensure that emissions do not exceed DETSI regulations.

## 5.3 Vehicle strikes

The exploratory works Flora and Fauna Management Plan has identified threatened fauna species that may be directly or indirectly impacted by the Exploratory Works. Increased traffic during exploratory works has the potential to kill or injure fauna if collisions occur. Some ground-dwelling or slow-moving species may be particularly susceptible to these impacts.

Exploratory works Flora and Fauna Management Plan details the corrective actions for managing the impact of fauna strikes including the following:

- Queensland Hydro will ensure that contractors and suppliers engaged during Exploratory Works understand their role in implementing exploratory works Flora and Fauna Management Plan
- working with contractors and suppliers to minimise traffic movements during dawn and dusk in locations with vulnerable fauna when possible.

## 5.4 Transport of site generated waste

The transport of site generated waste will be managed as follows:

- a licensed waste collection contractor will be engaged to collect and remove general waste materials (waste and recyclable materials) from the nominated waste storage area, for offsite disposal at an appropriately licenced facility
- regulated waste will also be collected, transported and disposed of by a suitably licensed contractor to an approved disposal facility. Transportation, disposal and waste tracking of regulated waste will be in accordance with the Environmental Protection Act
- wastewater and sewage will be collected and transported by a licenced contractor to the nearest approved wastewater treatment plant

Further details are contained in the Borumba Pumped Hydro Energy Storage Project – Exploratory Works Waste Management plan which provides more information for waste management for exploratory works. It is noted that each of the principal contractors commissioned during exploratory works will be required to prepare their own waste management plans which will be specific to their relevant scope of works.

# 6. Safety

## 6.1 Queensland Hydro staff onboarding and contractor safety

All Queensland Hydro staff will be onboarded and receive training for safety and driver fatigue. Daily pre-starts, maintained in vehicle logbooks are a part of current and ongoing process for Queensland Hydro employees. Queensland Hydro vehicles are fitted with in vehicle monitoring system (IVMS).

Queensland Hydro has a requirement for all heavy vehicle drivers to agree to comply with the Project's Heavy Vehicle Driver Code of Conduct. It will also be mandated that heavy vehicles that visit the site regularly must be fitted with IVMS and forward, rear and side facing cameras.

Contractors and service providers working on exploratory works will be responsible for:

- ensuring that their employees and subcontractors undertake project inductions and are aware of their responsibility when travelling to and from site
- including an agenda item for road use in prestart and toolbox meetings including as a minimum:
  - planned transport activities for the day
  - safe driving practices
  - compliance with road rules and speed limits
  - relevant risks
- ensuring that their employees and subcontractors are fit and medically capable to undertake the work they are engaged to perform and are drug and alcohol free
- ensuring that fatigue risks are assessed, and management procedures are effective
- ensuring that their workforce commute arrangements, risk assessments and journey management, comply with Queensland Hydro's health, safety and wellbeing standards
- ensuring that their workforce and delivery partners are aware of the traffic constraints and consider the operator safety of their requirements
- ensuring they obtain any relevant permits with regards to oversize overmass transport.

## 6.2 Traffic incident management

Queensland Hydro has an incident management procedure which outlines that all transport related incidents and near miss, must be reported to a supervisor. Incidents will be investigated and reported accordingly and included in lessons learnt to be shared company wide. Contractors and service providers working on exploratory works will be responsible for implementing and maintaining incident management procedures including traffic incidents.

For traffic incidents 000 (triple zero) must be called if there is an emergency or any of the criteria are met:

- death or injury (requiring medical attention from a qualified ambulance officer, nurse or doctor)
- a hazardous environment or threat to public safety, including traffic congestion (e.g. fuel spill, power lines down)
- if the Queensland Fire and Emergency Service (QFES) or the Queensland Ambulance Service (QAS) is also required

Policelink must be contacted on 131 444 if any of the following 'police attendance criteria' are met

- suspected involvement of drugs and/or alcohol
- a driver fails or has failed or is refusing to provide required details
- a driver with an impairment or disability requires police assistance

Traffic incidents on the state-controlled road network can also be reported via TMR's hotline 13 19 40.

## 6.3 Transport of dangerous goods

Transportation of dangerous goods (emulsion, explosives, etc) will be in accordance with the Australian Code for the Transport of Dangerous Goods by Road & Rail.

## 6.4 Site access control

Access to site will be managed with access control facilities complete with wash bay, inspection, turn around area and guard house located at the start of Borgan Road and at the end of Yielo Road as shown in **Error! Reference source not found.**. Both access control facilities will be constructed during exploratory works and are crucial for the management of site security, safety, and biosecurity for exploratory works.

Queensland Hydro has received approval from Somerset Regional Council to undertake the works for the southern access control facility on Yielo Road. An application with Gympie Regional Council for the facility and ongoing maintenance of Borgan Road for exploratory works is in progress. Once implemented these facilities would ensure that public access is restricted for safety reasons from the site area and the contractors will be able manage traffic operations and interfaces within site.

Both facilities are temporary and will be decommissioned at the end of exploratory works and the area rehabilitated to the requirements of both councils.

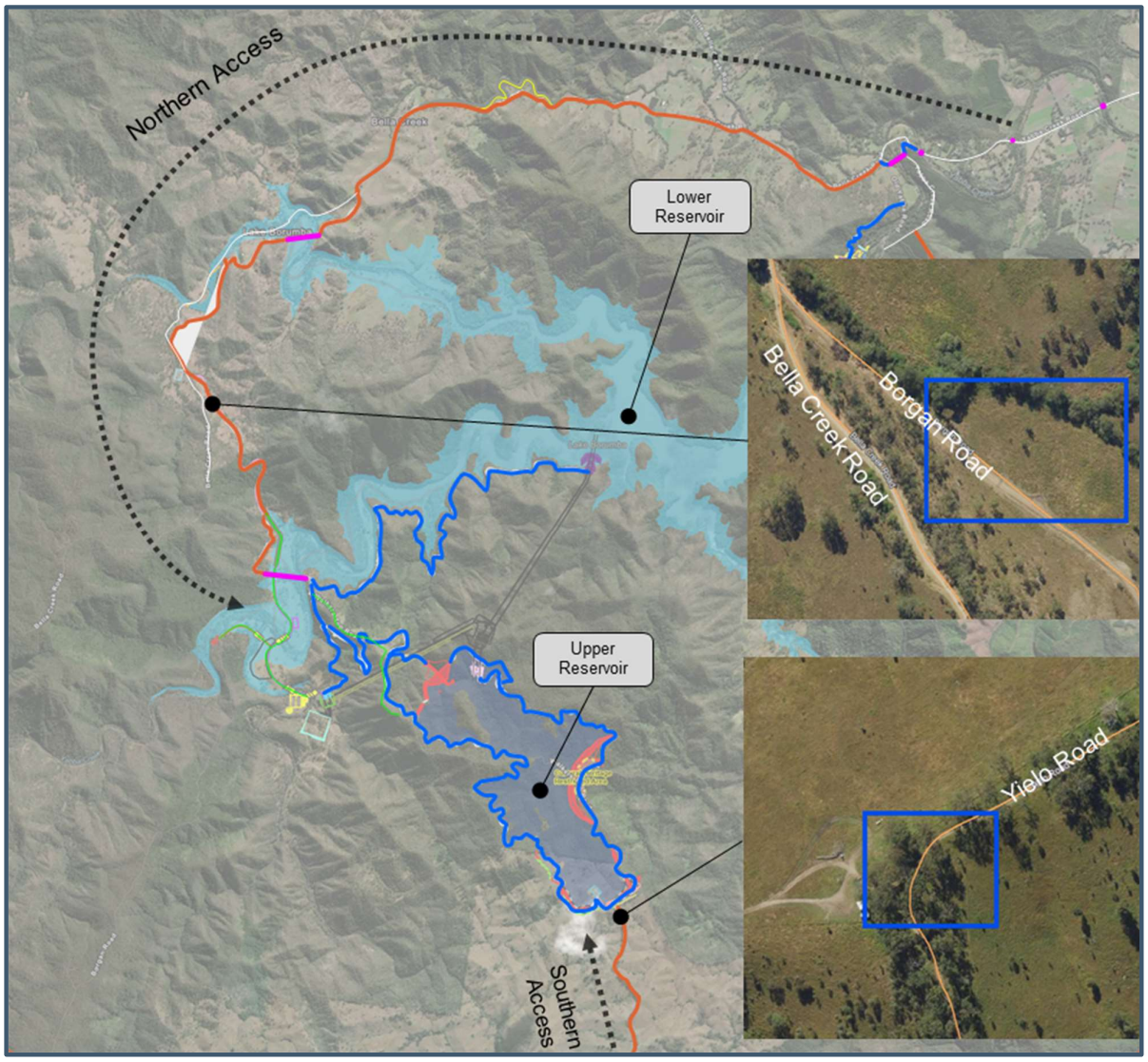



*Figure 3 - Location of access control facilities for exploratory works*

# 7. Natural disaster management

The Borumba Project is in an area vulnerable to bush fires and severe weather events. Queensland Hydro has developed the Borumba Pumped Hydro Project Emergency Response Plan to provide guidance to effectively respond to and manage foreseeable emergency situations on the Borumba Project site.

Contractors and suppliers working on exploratory works are responsible for ensuring alignment with the requirements of Queensland Hydro's Emergency Response Plan (ERP). All Contractor's ERPs will be submitted to Queensland Hydro for consultation, review and approval prior to works commencing on site.

## 7.1 Incident planning

An incident planning framework will be produced prior to onsite works and will include as a minimum:

- site emergency plan
- key emergency personnel including specific responsibilities and contact number
- external agency contacts
- potential emergencies and incidents (including current management measures)
- if flooding is likely, plans will be made, and alternative routes may be investigated. Drivers will obey all road closure signs.
- contractors will be expected not only to meet Queensland Hydro's minimum emergency management requirements but are in addition expected to develop Emergency Action Response Plans (EARPs) to cover the hazards associated in applying their contracted scope of works.

# 8. Key roles and responsibilities

Key persons responsible for the implementation of the RMP are summarised in Table 11.

**Table 11 - Summary of roles and responsibilities for the RMP**

| Area of RMP | Responsibility | Relevant initiatives |
|---|---|---|
| Management of traffic impacts | Queensland Hydro Site Management Coordinator and Delivery team<br>Exploratory works Contractors | Traffic management plans, road maintenance and upgrades, community awareness |
| Stakeholder and community | Queensland Hydro Stakeholder and Community Engagement team | Engagement/partnerships with stakeholders |
| Management of environmental impacts associated with traffic | Queensland Hydro Delivery Environmental team<br>Exploratory works Contractors | Environmental Management Plans |
| Safety and natural disaster management | Queensland Hydro Safety team<br>Exploratory works Contractors | Engagement with stakeholders and relevant authorities |

# References

Department of Transport and Main Roads. (December 2018) Guide to Traffic Impact Assessment

National Transport Commission, Australian Code for the Transport of Dangerous Goods by Road & Rail Edition 7.9, 2024

Queensland Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (2020), July 2021

Queensland Hydro, A Communications and Stakeholder Engagement Action Plan

Queensland Hydro, Borumba Pumped Hydro Energy Storage Project – Exploratory Works Construction Environmental Management Plan (Civil Works)

Queensland Hydro, Borumba Pumped Hydro Project Emergency Response Plan

Queensland Hydro, Borumba PHES EW – Waste Management Plan

Queensland Hydro, Community and Stakeholder Engagement Plan

Queensland Hydro, Social Assessment and Management Plan for the Borumba Project Exploratory Works, November 2024

SMEC, Exploratory Works Traffic Impact Assessment (TIA) (Traffic Impact Assessment Report - Borumba Pumped Hydroelectric Energy Storage Project – Exploratory Works Rev 16), October2025

Queensland Hydro

**Get in touch**

1800 433 939

80 Ann Street,
Brisbane City QLD 4000

info@qldhydro.com.au

qldhydro.com.au

ABN 81 661 444 515